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Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,608 號報零百陸千四萬一第 日六十式月二十年十三緒光 HONGKONG, TUESDAY, JANUARY 31st, 1905. 式拜禮 號壹十三月正年五零百九千一英港香 PRICE, \$3 PER MONTH.

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With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
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SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by four stars on the label.
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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

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CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903.

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IMPORTED EVERY MONTH, THERE-
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ELEY'S, SCHULTZ'S AMBERITE
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CARTRIDGES 8, 10, 12, 16 and 20 BORE,
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Hongkong 28th November, 1902.

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Dining accommodation for 300 persons.
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Private Bar and Billiard Rooms for Hotel
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Admirably Situated. Sheltered from the
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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
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All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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On steamer (s.s. Heungshan), daily to and
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CANTON
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NAVY BOILED
LONG FLAX
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VERY FINE OLD VINTAGE MANY
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A. S. WATSON & CO.

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ALEXANDRA BUILDINGS.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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Telegraphic address: Pines. Codes: A.B.C. 5th Ed.
Liber's
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DEATHS.

On 23rd January, at Shanghai, Captain STANLEY AMSBURY, of Rockland, Maine, U.S.A., master of the American s.s. Atlas.
On 23rd January, at Shanghai, ARTHUR F. WILLSON, of Messrs. Brewer & Co.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, JANUARY 31st, 1905.

THE arrival at some understanding between China and Japan, which has been foreshadowed by recent events, and has been actually announced in various forms of late, is by no means unlikely to become an accomplished fact. The trend of affairs has been entirely in that direction, and it is the interest of both nations that an agreement of some kind should be made for their mutual protection and benefit. The scanty information that has been forthcoming on this subject seems to indicate that Japan at least recognises the necessity of coming to definite terms with China; and the probabilities are that the latter country will find it to her advantage to fall in with the views of her neighbour in this respect. It is surprising that China has during the convulsions that have arisen been able to maintain something like a neutral attitude. At the opening of the war it was generally believed, or at least generally apprehended, that China would certainly be drawn in on one side or the other. But in a Chinese kind of way she has managed to maintain a fairly neutral attitude, and has shown greater powers of central control than from all that is known of her past history could have been expected. It was obviously her policy to await the outcome of events; and no one can blame her for having adopted an opportunist policy in the difficult position in which the outbreak of the war placed her. But recent events are likely to cause her to lean towards some sort of alliance, or at

least common understanding with Japan, however little she might formerly have been inclined to such a course. Chinese statesmen are no less a rule very far-sighted; but no one can deny that they are always clear-sighted. Given actual facts, they usually know how to deal with them; and recent events must have made it apparent to her that Russia is no longer a Power upon which she can rely for support against aggression from other nations, while on the other hand, the support of Japan is likely to be of great value. Under such circumstances it would seem to the interests of both nations to make common cause, and to endeavour to come to a friendly understanding, not only as to Manchuria, but upon other matters in respect to which the interests of the two nations are at one.

The most natural way in which this might be accomplished would of course be by something in the form of treaty; but the probabilities are rather in the direction of some secret understanding than of a formal treaty. The latter would be open to objection on the part of some of the foreign Powers, or at least would be likely to be interfered with by them. Probably the main points to be settled between China and Japan will be arranged by treaty, while at the same time there is some understanding between them as to common action in certain eventualities. This at all events is what seems to be foreshadowed by the various intimations that there have been on the subject, and on the whole it will probably be the best thing that can happen in the interests of peace and of legitimate commercial progress in the Far East. China of course could not be very strongly relied upon as an ally either of Japan or of any other nation. The instincts of Chinese statesmen are too opportunist to allow of implicit reliance being placed upon their acting up to any general understanding, should circumstances arise in which it may appear dangerous or disadvantageous for China to do so. But the probabilities all lie in the opposite direction; and the likelihood is that reasonable common action would for many years to come be found obviously to the advantage of both nations. So far as European nations are concerned, this is likely to be to their advantage rather than otherwise, as the Japanese have always been disposed to a more liberal policy in trade and other matters towards foreign nations than has China. The suggestion by Japan that Manchuria should be open to foreign trade generally is an instance in point. Should this be arranged, the co-operation of these nations would be secured, at least as far as diplomacy is concerned, in preserving the state of things that would be established in that country under either Japanese or joint Japanese and Chinese rule; and affairs would thus be upon a surer basis politically and a more advantageous footing commercially than they could be if the country remained as before almost likely to be overrun by Russia, whose trading policy there as elsewhere would be of a purely protective and restrictive character. In this as in other matters an advance would be made which would be substantially to the advantage of foreign nations generally; and in other directions, it is likely that China would be induced to adopt a more liberal policy than she has hitherto done. It could be seen that Japan had benefited by that course; and that similar benefit might be obtained by China in the same direction. On the whole, therefore, an understanding of the kind indicated would tend to the improvement of commercial relations, and would also be in the interests of peace, by diminishing the likelihood of further attempts being made against the integrity of China, the preservation of which is as essential to Japan as to China herself.

Official information has been received that Hongkong has been declared an infected port by the Government of Madras.

Captain Stanley Amsbury, of the barque Atlas, shot himself dead with a revolver on the 23rd inst., while his ship was at Shanghai. He was an American subject.

Return of visitors to the City Hall Library and Museum for the week ending the 29th January, 1905, were 219 non-Chinese and 84 Chinese to the former, and 1,499 non-Chinese and 166 Chinese to the latter institution.

A special telegram to our Shanghai correspondent (on Jan. 25) that H. B. Collins of Yokohama has been sentenced to eleven years' penal servitude, having been convicted on the charge of being a Russian spy.

The Nagasaki correspondent of the N. C. Daily News reports telegraphically that Poltaka Sergey, part owner of the cargo of the captured steamer Nigretia, has been released at Sasebo, and was to leave Nagasaki in the P.M.S. Mongolia.

The fire reported by our Shanghai correspondent on January 24th appears to have been the largest outbreak for twelve months. The premises were occupied by Messrs. Volkart Bros., and Messrs. W. H. Boyd & Co.

A Shanghai hachometer on his begging rounds walked off with a raincoat and umbrella while the "boy" went to announce his visit. The umbrellas, etc., now disappearing at Hongkong are perhaps not all taken by Chinese.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks donations of \$100 from E. D. Sassoon & Co.; of \$50 from Miss I. S. Fletcher; of \$25 from Camichael & Clarke, H. M. H. Menzies, Wing Koo & Co.; and of \$20 from Krass & Co.

A concert was held at the Seamen's Institute, Kowloon, last night, under the direction of the Rev. J. H. France. There was a large attendance, and each of the following performers was well received, and had to respond to an encore:—Messdames Piorey and Chapman, Miss Dr. Sibery, and Messrs. White, Pardy and H. W. Ray.

Dr. Cantile, the author of a work on "The Degeneration of the National Physique," is now engaged upon a volume designed to show in what regions of the earth the Anglo-Saxon race has reached its highest level of physical efficiency, and to trace the reasons for this superiority. It may be remembered that in his previous book the author predicted that the descendants of a pure Cockney union would become extinct within three generations.

Hongkong does amusing things sometimes, says our Shanghai contemporary, but it has now distinguished itself by declaring Shanghai to be infected with small-pox. It would be interesting to know when, since it was first opened, Shanghai, or any other Chinese town, has been free from small-pox, and how it is that Hongkong has just realised the fact. Does it mean that Hongkong is going to enforce quarantine permanently on all arrivals from Shanghai?

On Sunday night an Indian wet-hoan stopped a native named Li Kwai in Centre Street and wished to know how he became possessed of a certain bundle of clothes. Li was just explaining matters when a resident of No. 38 of the said street appeared on the scene and identified the clothing as his, valuing the same at \$40. Li was placed before Mr. Gompertz at the Police Court yesterday morning to answer a charge of housebreaking. He pleaded guilty and was sentenced to six months' hard labour and six hours' stocks.

"Kung Hai Fat Choi" we wish our Chinese friends with the closing of this week. Crackers, etc., will remind us that another Chinese New Year is at hand. Already the streets in the Central District wear a rosy hue. Flower stalls adorn them, and together with the stalls of various peddlers who have all sorts of curios for sale, remind the resident or tourist of the Eastern Wonderland so much read of in story books. The appearance of the natives in their silks and satins is already noticeable, and adds the finishing touch to the brightness of the brightest period in the Chinese calendar.

A native, named Hunz, connected with a concern designated the "Pi-Chung Lu-Kung Kung-sze," or Belgian-Chinese Railway and Mining Company of Hunan province, having been discovered by the authorities there collecting large sums of money on his own responsibility in Hankow and Shanghai, and giving receipts in the name of the above named company, the Bureau of Foreign Affairs at Chungking has communicated with the Shanghai Tactel on the subject, with the request that he should warn the public of that port against accepting these unauthorised receipts, as they will not be recognised by the company.

Another step in the introduction of Western education into the Chinese Empire has just been taken, says the Glasgow Herald, by the provincial government of Chihli in the appointment of Mr. Jas. Russell Henderson, B.Sc. of Glasgow, to a newly-created professorship of chemistry and physics in the Provincial College of Chihli at Pootung-fu, North China. Mr. Henderson was educated at Hutchesons' Grammar School and at the University of Glasgow, where he graduated in science, and for a time acted as a demonstrator in the chemical department. While at the University he was associated with Dr. Carrick Anderson in his researches on Indian and Japanese coal, and during the last three years has gained additional experience in practical metallurgy as chemist to the engineering firm of Glenfield & Kennedy (Limited), Kilmarnock. The new professor enters on his duties at Pootung-fu after the Chinese New Year.

An amusing mistake occurred at the Police Court yesterday morning. Inspector Collett of No. 7 Station had a case wherein two natives charged with creating a disturbance were out on bail. Inspector Macdonald of Yau-mat had a similar case. When the West Point case was called on before Mr. Gompertz one of the West Point officers and one of the offenders from Yau-mat were placed in the dock. The West Point disturber of the peace was telling his Worship how the second defendant, assisted by ten other men, had set upon him and given him a sound thrashing. The Yau-mat offender informed the Bench that the first defendant went to his sitting house and ordered "chow," for which he refused to pay. Neither defendant was aware that he had not met the other in combat until Inspector Collett appeared in Court and explained matters. The second defendant in this case was then put in the dock with the first, and after hearing their stories, His Worship inflicted a fine of \$3 each.

Before Mr. F. A. Hazeland at the Police Court yesterday, a foki of an immigration shop at No. 231, Des Voux Road West, was charged with impersonating an emigrant before the Harbour Master. He was fined \$100 or two months' imprisonment. The accountant and a servant of the said shop were charged with giving false testimony in connection with the case. The former was fined \$50 or two months' imprisonment in default of payment of a fine of \$25.

At Happy Valley yesterday afternoon, on the annex to the racetrack, Messrs. Hughes and Hough, auctioneers, sold the privileges in connection with the forthcoming races, which are to be erected between the Golf Club and the Grand Stand, north of the Grand Stand enclosure, as follows:—Lots 1, \$210, Mr. Xavier, proprietor of the Hongkong Printing Press; 2, \$270, 3, \$850, and 4, \$250, Mr. Lesbirel, Steward of the V.R.C.; 5, \$320, Mr. Vass; 6, \$170, Mr. Rassek; 7, \$320, Mr. Rassek; 8, \$215, and 9, \$145, Messrs. Ritchie and Co.; 10, \$140, Mr. Ho Chuk Wai; 11, \$150, Mr. Lang Tai; 12, \$200, and 13, \$165, Mr. T. Arakawa of the Japanese Club; 14, \$90, Mr. Yee Pak Hing; 15, \$80, Mr. Sam Yee; 16, \$35, Mr. Rassek; 17, \$30, Mr. Loris; 18, \$95, and 19, \$105, Mr. Ah (a). The total amount realised from these privileges is \$3,010.

EXTRADITIONS WANTED.

The case against Leung Tak alias Tai Fa Min, who is wanted on charges of murder and armed robbery in the Kwang Tung Province, Empire of China, remanded from Saturday last, was further remanded, on the application of Mr. C. Dixon, of Mr. Hastings' office, until Wednesday, 1st February. Mr. R. A. Harding, not Mr. Hanson, instructed Mr. Pollock in this case.

Another Leung Tak is also wanted by Chinese authorities to answer a charge of armed robbery. Mr. R. A. Harding, who is applying for the extradition on behalf of the Chinese Government, asked for an adjournment, as witnesses had just arrived from China, and he had not had time to take their evidence and instruct Mr. H. E. Pollock, K.C. The case was remanded for a week.

YACHTING.

CORINTHIAN YACHT CLUB.

The cruisers and one-designers, despite the unfavourable climate conditions prevailing, went out for the scheduled races on Sunday. In the handicap race for cruisers for the Vice-Commodore's Cup, the course was from the Police Pier round the North Fairway Buoy (starboard) to Trocas Buoy (starboard), North Fairway Buoy (port) and back to the starting point. La Cigale was first away, the rest, with the exception of the Active, following in close order. Gudrum was becalmed rounding the North Fairway Buoy, and gave up. La Cigale was the ultimate winner. The times were:—

	ACTUAL TIME	CORRECTED
La Cigale	2 31 45	2 31 45
Elphin	2 37 44	2 32 24
Dart	2 40 51	2 36 51
Active	2 51 2	2 47 2
Gudrum	Retired.	

The one-designers started over the same course half an hour later—12 o'clock. Guel (Mr. Malver) was first over the line, a falling wind leaving the rest drifting leeward of the line. Waratah (Mr. W. H. Donald) was last over, five minutes after the last gun had fired. Reaching for the North Fairway Buoy Guel was becalmed. Nina and Waratah were going well, Waratah eventually rounding Trocas Buoy seven minutes ahead of Nina, and maintaining her lead, was first to cross the line, 3 min. 17 sec. ahead of Nina, and 10 min. 38 sec. ahead of Cam. Athore was last to finish. Times were:—

	N. M. S.
Waratah	3 43 4
Nina	3 51 21
Cam	3 58 42
Guel	4 6 31
Athore	4 11 13

SUPREME COURT.

Monday, 30th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUNISH JUDGE).

BAYNE V. NOMURA.

Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff in this case; the defendant was absent. The plaintiff sought to recover eight cases of dates, valued at \$100, handed by him to the defendant for sale on commission, or money less commission for sale of same, or part money less commission and part dates. Mr. Stevenson asked permission to amend the writ so as to make it read "the value of" instead of "the dates." This was refused, but His Honour allowed him to add the words "or the value." Mr. Almeida e Castro then appeared for the defendant. He said that his client was prepared to return the dates. The case was adjourned so as to give plaintiff time to inspect same.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 30th at 11.45 a.m. The barometer has risen throughout Japan and China and has fallen slightly in Formosa and over the neighbouring portion of the Pacific.
Gradients are steep upon the east coast of China and strong N.E. monsoon will prevail in the Formosa Channel and to the northward of it. They continue to be slight upon the south coast and light N.E. winds may be expected in the northern part of the China Sea.
Forecast:—Moderate N.E. winds, overcast, fair.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE REVOLUTION IN RUSSIA.

LONDON, 30th January.

The Russian Government re-iterates the charge that English money has been financing the strikers' organisation.

The present situation in St. Petersburg presents normal appearances; but at Moscow the agitation is spreading, and increasing in intensity.

An attack, prompted by some such rumour as that encouraged by the police authorities of Moscow, has been made upon the British Consul and Vice-Consul at Warsaw.

[REUTERS' SERVICE.]

RUSSO-FRANCO ALLIANCE.

LONDON, 28th January.

M. Rouvier's reference to the Russian alliance in the Cabinet was greeted with an uproar; M. Jaures and others protested against the continuance of an alliance with a Government of murderers et cetera; M. Delcasse, who repeatedly intervened, implored Members to refrain for the sake of the good name and the interests of France; they should never forget that the alliance had given France security. A vote of confidence in the Government was passed by 410 to 107.

RUSSIAN POLICE METHODS.

LONDON, 28th January.

It is stated that the Hon. Charles Hardinge has made a fresh and a stronger protest against the placards posted in Moscow. The chief of the Police in Moscow has informed the British Consul that he is leaving the posters up for two days longer on his own responsibility, to assist in tidying over the present difficulties. The Consul has telegraphed to the Hon. Charles Hardinge.

THE WAR.

ON THE HUN-HO.

Tokyo, 29th January.

Marshal Oyama reports that our detachment, which occupied Lintaiokou on Saturday, repulsed twice, on the same night, the enemy's powerful counter attacks. Another detachment attacked at dawn of Sunday and occupied Feitsaihatzu (two miles north of Heikoutai). A detachment which advanced to Heikoutai repulsed the enemy's fierce counter attacks on Saturday night and occupied on Sunday morning positions in the neighbourhood. The enemy in direction of Lintaiokou and Heikoutai all retreated to the right of the Hun-ho and we are now pursuing. We also repulsed the enemy, who repeatedly attacked on Saturday night at Chenchiehpao and Lita-jenton. The enemy in direction of Chenchiehpao and Lita-jenton consisted of the eighth and tenth army corps, while that in the direction of Heikoutai was the mixed army corps composed of the first army corps and sharpshooters together with Mitchenko's cavalry division. About 500 Russian officers and men were made prisoners. Casualties are under investigation.

LAND SALES.

Yesterday afternoon, at the office of the Public Works Department, two lots of Crown land were let by public auction, under the usual terms and conditions, for periods of 75 years, with the option of renewal, for further periods of 75 years, at Crown rents to be fixed by the Surveyor of His Majesty the King.

The first lot put up was Inland Lot No. 1162, situated at Hok Un, adjoining Kowloon Inland Lot No. 635, containing 4,287 square feet, and carrying an annual Crown rent of \$24. The upset price for this lot was \$1,715. Mr. Ho Moon Sang bid \$20 over the reserve and secured the property.

The second lot sold was Marine Lot No. 87 situated at Yau-mat, containing 145,350 square feet, and carrying an annual Crown rent of \$1,668. The upset price for this lot was fixed at \$72,676. Mr. Henry Humphreys, Mr. J. Orange, and Mr. J. R. Michael appeared as interested bidders for this most desirable property. Mr. H. Humphreys was overbid by Mr. Michael, who, at \$72,876, obtained this valuable site at a fraction over fifty cents per square foot. Mr. Humphreys' only bid was one of \$100 above the Government reserve.

A special condition attaching to the purchase is that the Crown lessee shall, within three days of the day of sale, pay into the Colonial Treasury the sum of \$15,000 of the full amount of premium at which the lot shall have been purchased by him and the remainder within one month of the date of sale.
Executive Engineer S. C. Rees acted as the auctioneer in both instances.

HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

SIXTEENTH ORDINARY MEETING.

The sixteenth ordinary meeting of shareholders in the Hongkong Land Investment and Agency Company, Limited, was held at the offices of the company, Victoria Buildings, yesterday. The Hon. Mr. W. J. Gresson (Chairman) presided, and there were also present Sir C. P. Chater, Messrs. A. J. Raymond, N. A. Siebs, E. Shellim, H. F. White and A. Haupt (Directors), Mr. A. Shelton Hooper, (Secretary), and Messrs. W. H. Gaskell, F. E. Georg, Capt. F. D. Goddard, E. H. Hinds, C. W. May, S. J. Michael, M. S. Northcott, J. Orange and W. Parlane.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN—Gentlemen,—From the report and accounts for the year 1904, which have been in your possession for some days, and which with your permission I will take as read, you will have learned that to pay the same dividend that you have for some time received, it has, to the regret of our directors, again been necessary to withdraw from the equalization of dividend fund the sum of \$250,000. This fund now stands in the balance sheet at \$250,000, the same amount as in the year 1901, when you authorised the transfer from earnings of a sum of \$500,000, with a view to maintaining a steady dividend. It is the opinion of your directors that for the future dividends should be in accordance with the net earnings of the year, and that this account should not be further encroached upon, and I trust this recommendation may meet with your approval.

Turning to the accounts, I desire to draw your attention to our two chief sources of income and compare them for the past three years. Under the head of interest the net earnings in 1902 were \$158,607.83; in 1903, \$88,765.89; and in 1904, \$53,400.92. This regular falling off is brought about by the withdrawal of funds invested on mortgage and now used in the development of the Company's properties, the more important of which are only beginning to yield revenue, and as time goes on interest account will practically disappear from the balance sheet. Formerly we invested in mortgage our surplus capital, and later re-invested money which we had been enabled to borrow at a lower rate of interest than our mortgage rate; so now, instead of reaping the benefit of interest coming in from the mortgage, we have for a time had the money invested in property temporarily unproductive. The cost of development of the large European hotels on the Reclamation between Blake Pier and Queen's Buildings amounts to \$1,413,182.48.

The property consists of five blocks of buildings, one of which was only completed last June, another last November, whilst the other three will not yield us any revenue until next July. The comparative statement of rents for the same three years is as follows:—1902, \$217,103.86; 1903, \$250,028.66; 1904, \$273,909.37. In relation to this last sum, the rent account for the current year we trust will show a marked improvement, not only on account of the revenue from the newly developed properties, a great many of which we have already agreed to lease, but we also have hopes of being able to find tenants for the large number of vacancies we have in our Chinese properties. These vacancies represent approximately an unearned rental of \$70,000 to \$80,000, and it is difficult to reconcile this deficiency with the Government complaint of overcrowding in certain districts.

On the other side of the account there is nothing calling for special comment, the small increase in charges and fire insurance premia being about equalised by the saving in repairs. The existing stringency in our local money market does not lead your directors to anticipate in the immediate future any extensive operations in property, but with the increased receipts already referred to, they have hopes that the earnings of the company for the current year will prove satisfactory. Before formally proposing the adoption of the report and accounts, I shall be pleased to answer any questions in connection with them that any shareholder may wish to ask.

Mr. GEORGE—Am I correct in surmising that the interest on all these properties has been paid out of the working capital, or are they paid out of the original running capital which has been written up?

The CHAIRMAN—The properties you have asked about stand in our books at the original cost. If there are no other questions I beg to propose that the report and accounts as presented be adopted.

Mr. ORANGE—In seconding I should like to say that a few years ago the Company had a very good year. It was then a great foresight on the part of the Board to reserve a fund on account of the reclamation blocks on the Frayn, for it is clear that a good many years must elapse before they are capable of earning anything. We must congratulate the Board. The increase of rentals must strengthen us. I must say, though, regarding the diminution of mortgage, that this Company should be able to demand a good deal of money in this way. When one considers the Company is constantly dealing in land, and is in close touch with landed properties and others, it should know where to invest money at splendidly a curly. I am sorry to say there does not seem any inclination on the part of banks to lend money.

The report and accounts were put to the meeting and adopted.

Mr. ROSE—I beg to propose the confirmation of the appointment of Messrs. H. F. White and A. Haupt as Directors.

Mr. HINDS—I have much pleasure in seconding.
Carried.

Mr. GASKELL—I beg to propose the re-election of Messrs. A. Haupt and E. Shellin as directors.

Capt. GODDARD—I have much pleasure in seconding.

Carried.

Mr. GEORGE—I have much pleasure in proposing the re-election of Messrs. T. Arnold and C. W. May as auditors.

Mr. PALLANE—I have much pleasure in seconding.

Carried.

The CHAIRMAN—Dividend warrants will be ready to-morrow morning.

THE WEST POINT BUILDING COMPANY, LIMITED.

SIXTEENTH ORDINARY MEETING.
The sixteenth ordinary meeting of shareholders in the West Point Building Company, Limited, was held at the Company's offices, Victoria Buildings, yesterday. Mr. A. P. Chatter (chairman) presided, and there were also present the Hon. Mr. W. J. Gresson, Messrs. A. J. Raymond (Directors), Mr. A. Shellin Hooper (Secretary of the Hongkong Land Investment and Agency Company, Ltd., and General Agent for the West Point Building Company, Limited), Capt. F. D. Goddard, Messrs. J. M. Grace, A. Haupt, L. S. Lewis, C. W. May, H. N. Mody, J. Orange and M. S. Northcote.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN—Gentlemen—With your permission we will take the report and accounts as read. The balance from the year's working is practically the same as that for the previous year, and so we propose to pay the same dividend, viz. £3.20 per share for the whole year. As stated at our last general meeting, the directors decided to accept the best offer for leasing the property at the expiration of the present lease, and I am now pleased to be able to inform you that from the 1st April next the monthly rent roll of the Company's property will be increased from \$4,000 to \$5,000 per month. The property is kept in good condition, but the requirements of the Sanitary Board and Building Authorities constantly entail large outlays for its upkeep. If any shareholder wishes for further information, I shall be pleased to give it before moving the adoption of the report and accounts.

There being no questions I beg to move the adoption of the report and accounts as presented.

Mr. HAUPT—I have much pleasure in seconding.

Carried.

Mr. LEWIS—I beg to propose the confirmation of the appointment of the Hon. Mr. W. J. Gresson as director.

Mr. H. N. MODY—I beg to second.

Carried.

Mr. ORANGE—I beg to propose the re-election of the Hon. Mr. W. J. Gresson and Mr. A. J. Raymond as directors.

Mr. MAY—I beg to second.

Carried.

Capt. GODDARD—I beg to propose the re-election of Mr. C. W. May as auditor.

Mr. GRACE—I have pleasure in seconding.

Carried.

The CHAIRMAN—Dividend warrants will be issued to-morrow on application.

KOWLOON LAND AND BUILDING CO., LD.

SIXTEENTH ORDINARY MEETING.

The sixteenth ordinary meeting of shareholders in the Kowloon Land and Building Company, Limited, was held at the offices of the Company, Victoria Buildings, yesterday. Mr. T. F. Hough (Chairman) presided, others present being Messrs. A. She-ton Hooper (Secretary), A. Rodger, W. H. Gaskell, M. S. Northcote, E. J. Shepherd, Capt. F. D. Goddard, S. J. Michael and E. J. Hughes.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN—Gentlemen—With your permission we will take the report and accounts as read. As you will observe from our accounts a marked improvement and enable us to declare a dividend of \$3, as against \$2.50 the previous year, and we see no reason why the return for the coming year should not be so good. Following the suggestion of the shareholders at the last general meeting, the articles of association have been altered so as to enable the directors to draw a total sum of \$500 instead of \$150 for their yearly services. Advantage was taken of the opportunity at the extraordinary general meeting of shareholders to amend the article which required two auditors, by making it necessary to have the accounts audited by one only. The whole of the property is well let and kept up in good condition. I do not think I can usefully add any further remarks, but before adopting the report and accounts I shall be pleased to answer any questions which may be put.

There being no questions I now propose the adoption of the report and accounts which have been circulated among the shareholders.

Capt. GODDARD—I have much pleasure in seconding.

Carried.

Mr. MICHAEL—I beg to propose the confirmation of Mr. A. Rodger's appointment as a director.

Mr. SHEPHERD—I beg to second.

Carried.

Mr. NORTHCOTE—I beg to propose the re-election of Messrs. W. H. Gaskell and T. F. Hough as directors.

Capt. GODDARD—I have much pleasure in seconding.

Carried.

Mr. HUGHES—I beg to propose the re-election of Mr. T. Arnold as auditor.

Mr. MICHAEL—I beg to second.

Carried.

The CHAIRMAN—That concludes the business. Dividend warrants will be ready to-morrow.

PARIS.

[FROM OUR CORRESPONDENT]

December 23rd.

Paris is rapidly becoming almost as uninhabitable in the winter as London. The weather could not be much worse than what it is, so much so, that owners of chateaux have been glad to return in all haste to the capital and settle down to winter quarters. Unless the weather quickly changes during the next few hours, the number of English and American visitors, who usually come over to Paris to spend Noël, will be very few indeed. Only the strongest can afford to go out, while those who meet in the streets look blue and wretched. The rich classes have been severely hit this winter in point of weather. Thus, from the Riviera comes news of bitter cold. Carnes, Beaulieu, Monte Carlo, and other similar places are practically deserted for the same reasons. The Boulevard from the Madeleine to the Bastille, which ought to be all animation just now, owing to the annual toy-fair, look most miserable in consequence of the unfavorable weather. Dolls are again plentiful, and screech louder if anything this season than the last. An acknowledged want has been supplied—the opening of ready-made clothing establishments "for dolls of all sizes." Nor are the boys forgotten, nor children still older. These *barraques* or stalls of fifteen days' existence have their "poetry," as your deafened ears can testify; they are not without their romance either. For instance, two years ago, an American belonging to the great family of *emigres* passed by one of the little huts, and was struck with its owner, a very handsome young widow, sucking her child, and selling toys. He bought some toys, listened to the widow's sad story, and while the fair lasted, came each day to make large purchases. Last Thursday, in a splendid house in the Champs-Élysées, Mrs. F. received a circle of young friends. In the drawing-room was erected a model of one of the *barraques*, similar to those on the Boulevard; it was filled with valuable little things, while within was seated its proprietress—once the widow on the Boulevard, but now one of the most respected and wealthy ladies in the fashionable society of Paris.

PARADISE DES "SHOPPERS."

Neither trouble nor money has been spared to make the shop-windows as attractive as possible. Art being an inborn virtue with the

French, accounts for the remarkable good taste displayed everywhere. One drawback, however, still prevails, that of putting a few francs' worth of sweets in exorbitant *bonbonnières*. This old habit is anything but popular with Parisians. It is true the same boxes can be used over and over again, though fashions in *bonbonnières* change so rapidly that those who really want to keep in the movement must constantly be making fresh purchases. The latest *bonbon* boxes and fancy sugar and chocolate articles display the photos of leading Russian and Japanese generals, whose names have become familiar since the outbreak of the war in the Far East. Superb *dragées* boxes are for instance ornamented with the portraits of the Czar and Czarina, and the Emperor and Empress of Japan. The *entente cordiale* is responsible for the pictures of King Edward VII., Queen Alexandra, and the Prince and Princess of Wales. Among other popular designs are the King and Queen of Italy, the King and Queen of Portugal, and the young King of Spain, who is shortly coming to Paris. Such fancy boxes all very well indeed, judging by the large number to be met with on the tables of wealthy Parisians. An old-time custom has been revived, that of carrying elegant *antique* silver *bonbonnières*, usually filled with the choicest *bonbons*.

NEW YEAR'S DAY.

is the great festival for France. On this day, and for two days after, all the beggars who, by strict police regulations, are kept out of the streets during the year, are let loose, and permitted to improve the occasion, so that the principal thoroughfares are filled with the lame, the halt, the blind, and the lazy, who manage to make a pretty good thing out of the holidays. *Le Jour de l'An* is indeed a serious time for France. In families where you are in the habit of visiting, the lady of the house expects from you a box of *bonbons*. Now a little money goes a great way in a lollypop investment, but the box containing the sweets, being magnificently wrought, and embroidered with silk and satin, costing as much in some cases as 1,000 francs, the *bonbon* bill to me no inconsiderable item in the year's expenses, and must be met by cash down. Tailors bills are nothing in comparison. Further, the children of the family when you visit are like the *emigres*, very expectant, and the incipient diplomats are markedly affectionate towards you at this season. Indeed, it is questionable if babies are even naughty at this hallowed time. New Year's Day is also the great harvest time for waiters, &c., all of whom as a matter of course claim their "annual tip" as a vested right instead of looking upon it as a favour from their patrons. No matter whether the Bank of France keeps the money in its coffers, you must have some on New Year's Day. At early morn, the *courge* will expect his *arome* or Christmas box, for his previous eleven months of neglect; the postman follows the newboy, who in turn is quickly followed by the baker, butcher, milkman, postman, coalman, nor must you overlook your favourite cabman, or your pet waiter at your *café*. It won't do to tell any of these that there is no corn in Egypt, especially after their strenuous efforts to be commonly civil to you since ten days out of the 365. Everybody who has done anything for anybody during the year expects "anybody" some time during the New Year's

festival to make him or her a present of money. Postmen don't solicit gratuities; with a smiling face they present you with a pretty calendar for the year, in return for which they expect a sum of money as your generosity may dictate. A wonderful number of persons take their hats off as you pass; the majority of them are total strangers, nevertheless for peace sake you slip a coin into their hand. Dante's purgatory would be a heaven to the life you would be led during A.D. 1905 were you not to take any notice of such people.

THE INTERNATIONAL COMMISSIONERS.

The exceedingly hearty welcome extended to the members of the International Court which is to inquire into the Dogger Bank affair by President Loubet has produced a most favourable impression upon all the Admirals or Commissioners. The American representative, Admiral Davis, arrived yesterday; his absence was the cause of upsetting all the plans for the first meeting of the Court. In any case as these plans were made while Admiral Davis was on the high seas, his non-appearance was excusable. Real business will not begin until after the holidays, say the second week in January. This will enable the British Commissioners, as well as those who care to do so, to return to England, and spend Christmas. The cordial welcome of M. and Mme. Delcassé, the Minister for Foreign Affairs, at his official residence will long be remembered, so will the splendid lunch served to the guests. As soon as the Russian Admiral was officially presented to the British Commissioner, they at once shook hands most cordially. Admiral Kaznakoff speaks English well, and French but indifferently. At *déjeuner* the Russian Admiral was on the right, while the British Admiral sat on the left of Mme. Delcassé. "Gentlemen," said the French Foreign Minister, "I bid you cordially welcome, and offer you my sincerest wishes for the successful issue of the task you are about to undertake." All the representatives chatted freely with one another. President Loubet, who received the visitors in his study, had a kind word to each. While he spoke of his visit to Russia to the Russian Admiral, he referred to King Edward's visit to Paris, when he turned to Sir Lewis Beaumont, ending by "We hope to see your King among us again before very long."

WHERE THEY SIT.

In addition to the magnificent saloon which has been prepared for the sittings, two other beautiful rooms have also been set apart for refreshments, and the other for smoking. The Russian Admiral as the oldest in rank will preside, and not, as at first rumoured, Admiral Fournier. Captain Clado was naturally the observed of all observers; he is a big, broad-shouldered man of a somewhat ferocious appearance, belied by the mild expression of his eyes. Admiral Kaznakoff (who will act as president) is a well-set-up old gentleman with broad shoulders, white hair, and an enormous pair of moustaches. "I am here," he observed, "as an inquirer. I wish to be quite impartial, and to forget all I have read or been told on the subject. I shall judge the matter with absolute impartiality though I am a Russian." According to the *Petit Republicain*, the Japanese Government has asked to be represented at the proceedings to prove that Japan neither organised a system of espionage in European ports nor made use of torpedo-boats in such waters. Most people have expected Japan from all blame as it is.

THE SYVETON AFFAIR.

becomes more and more complicated every hour. A charge of murder having now been preferred, there is no saying what there is still to be disclosed. The father of the deceased deputy has sent a formal complaint to the Public Prosecutor, charging some person unknown with the murder of his son. "I cannot forgive," said Mme. Syveton to her husband, on the evening of December 7th, "your conduct with Marguerite, and with my maid, and your visit to the Rue Joubert. We must separate." The husband implored forgiveness, and his wife retired to her room. At four o'clock M. Syveton went to make fresh enquiries to her. "Life without you is impossible," he kept saying. "If you abandon me I shall fall to the last degree. It is your love that is wanted to cure me." To this Mme. Syveton replied, "I refuse, we must separate. Later on, we shall see." M. Syveton then returned to his study, and his wife did not see him again till the morning. At one o'clock she came back from a visit to her daughter. "I do not want lunch," said he; "leave me. I have some work to do." When Mme. Syveton went into the study at three o'clock her husband was dead. Such was the deposition read by Mme. Syveton last Wednesday to M. Jules Lemaitre, Franco-Cyprian, a lawyer and politician, who is now in Paris as a political and private person.

THE HARBOR MASTER OF COMMERCE.

In Paris has been greatly startled by the news that the French Government proposes to impose a new tax on British goods, the object of the law being to greatly increase the French import duties on silk. The classes of British goods chiefly affected will be silk, crapes, tulle, foulards, and velvets, as well as corsets, tussors, &c., from British India. The proposed increase ranges from 85 to 200 per cent, while the classes of unbleached Indian tissues which have hitherto entered free will pay the prohibitive duty of 15 francs per kilogram. The promoters of the Bill contend that this enormous increase of duty is a necessity as a remedy for the prevailing distress among the silk-producing population of Lyons, due to the growing pool of foreign competition, and because foreign nations are constantly raising their tariffs against French silks. They further maintain that the present system of silk duties offers a premium to the silk producers of Germany, Switzerland, and Japan. Obviously not one of these arguments holds good in the case of Britain, the only great commercial State which receives French silks duty free, and which takes nearly 50 per cent. of the total silk export of France. The partisans of the Bill are able to point to a considerable falling off in the output of the rich silks dyed in the thread, for which Lyons is famous. But this is due, not to foreign competition, but to a change in public taste, while the production of pure silks

died in the thread has fallen 80 million francs in eight years; the production of foulards, crapes, and light fabrics has increased 130 millions in the same time. There is therefore a net increase of 40 millions in output, and although the change in feminine taste evidenced by these figures has undoubtedly been productive of hardship to the classes employed in the manufacture of rich silks, it is difficult to see how this can be remedied by raising duties. It should also be noted that the figures just quoted do not include any silk fabrics used in the 130 to 140 millions of francs' worth of dresses, &c., that France sends abroad every year.

PROTECTION.

As to the argument that other countries are erecting prohibitive tariff barriers against French silks, Great Britain, which buys from France nearly 140 to 145 million francs' worth of silk goods, nearly 50 per cent. of France's total silk export, and 34 per cent. of her production, admits that she is duty free. Against this tremendous purchase of French silk goods, the United Kingdom only sells to France some eight millions. In these figures are included the morning crapes for which certain centres in England are famous, and the Paris Chamber is protesting against the inclusion of these crapes in any proposal to increase duties, or the ground that the importation of these goods in no way interferes with any French industry, and that the imposition of nearly 100 per cent. duty would be a challenge to reprisals. The least that can be said is, that the policy adopted by the promoters of the new Bill is a step in the wrong direction. Englishmen are general in all things, and will no doubt show Frenchmen that they are, by retaliating in quite an unexpected manner.

MARINE MAGISTRATE'S COURT.

Monday, 30th January.

BEFORE MR. BASIL H. TAYLOR (ASSISTANT HARBOR MASTER).

NEGLIGENT NAVIGATION.

An inquiry into the circumstances of the change of negligent navigation preferred by Captain S. R. Fromante, of H.M.S. *Albatross*, against the *Marlow*, master of the steam launch *Marlow*, was held by the Assistant Harbor Master yesterday.

Lt. T. J. Hallett, R.N., deposed—I was in our own pinasse on the 23rd inst. We moved off from the *Albatross* port side with a launch and pinasse in tow, on a stern of the other. We were bound for the *Immar*. Steps were swung to the *ebb*. The *Albatross* was at No. 4 buoy. The *Marlow* was coming across from Kowloon when I first saw her, about 200 yards off and a little abait our port beam. She was sailing to cross the *Albatross* bow. She did not attempt to keep out of the way. When she got so close that a collision seemed inevitable, I went full speed astern and my bow just grazed the starboard side of the *Marlow* abait the funnel. The launch, in consequence of my going astern, came up into my stern and carried away the quarter badge.

Chan King, coxswain of the *Marlow*, said: I left for Hongkong about 4 p.m. I saw the *Albatross* pinasse making for Hongkong also. I gave two blasts on my whistle, meaning that I was going to cross his bows. I did not shift my helm. I eased to half speed when I gave two blasts. There were two sampans which I had to keep clear of on my starboard bow. I went astern to clear them. I did not go ahead again before the collision.

Lt. Hallett stated that witness fouled the two sampans after the collision.

The Assistant Harbor Master found that the coxswain was in fault inasmuch as he made wrong use of the whistle signals, and should have kept clear. His certificate was suspended for two months.

THE NEXT BRITISH BATTLESHIPS.

Serious consideration is being given at the Admiralty just now to the question of armament. Current battleships, according to the London correspondent of the *Globe*, will be 18,000 tons, having guns of large calibre, even at the expense of numbers. One serious difficulty is to ensure that the turrets or masts will not in any degree interfere with the working of the other guns, and it is, therefore, essential that there should be the maximum possible distance between the muzzle of one gun and the loading, firing, and sighting position of adjacent guns. This, however, is not by any means insurmountable, so that there seems every reason for anticipating that our next ships will be fitted with still heavier armament than is possessed by the *Lord Nelson* class, to which the *Agamemnon*, to be built at Portsmouth, belongs.

MEMORIAL TO LORD PAUNCEFOTE.

There is, says the *Daily Graphic*, in course of preparation a memorial to the late Lord Pauncefote, Ambassador to the United States, to be erected over his grave at East Stoke, near Newark, the seat of Sir Henry Bromley, Bart., whose heir married the Hon. Lillian Pauncefote. The pedestal of Hopton Wood (Derbyshire) stone, has already been worked, upon which there will be a bronze statue of the Ambassador, a commission for executing it having been placed with an eminent London sculptor, who is now engaged upon it. The inscription on the pedestal is as follows:—"To the dearly-loved memory of the Right Honourable Julian, Baron Pauncefote, of Preston, G.C.B., K.C.M.G., first Ambassador to the United States of America, born September 13th, 1835, died in Washington, May 24th, 1902. Blessed are the peacemakers.—5 Matt. 9 v."

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer *Bayern* left Shanghai on Saturday at 2 p.m., and may be expected here to-day at 6 a.m.

The I.G.M. steamer *Sachsen*, carrying the German mails with dates from Berlin of the 3rd inst., left Singapore on Saturday at 6 p.m., and may be expected here on Thursday, the 2nd prox., at 6 a.m.

The P.M. steamer *China*, with mails, &c., from San Francisco to the 16th inst. via Honolulu, leaves Yokohama for this port this morning, the 31st inst. via Kobe, &c.

The P.M. steamer *Manzanilla*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 23rd inst.

The C.P.B. steamer *Tartar* arrived at Nagasaki at 10 a.m. on Monday, the 30th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 a.m. to-morrow.

The Glen Line steamer *Glenferry*, from London, left Singapore on the 28th inst., and may be expected here on the 3rd prox.

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17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

CHINA'S REPLY.

The N.C. *Daily News*, with customary enterprise, has obtained a copy of the Waipua's circular note to the Powers, which we here reproduce:—

This Ministry has received a despatch from the U.S. Minister, stating that a certain Power has accused China of not observing neutrality; the charges being under five heads, namely:—

(1) Japan has been allowed to enlist Hunghuise in the Manchurian provinces to serve as troops.

We find that a Russian officer, named Ma-tai-to-fu and his companions were the first to enlist and organize into regiments Manchurian Hunghuise to fight the Japanese. These bandits received pay from the Japanese and were led by Japanese. They have been enlisted by theelligerents themselves. Moreover the number of Chinese troops in the scene of hostilities has always been too small to be able to prevent all the bandits from joining either of the belligerents. Furthermore Hunghuise have often entered Chinese neutral territory and the local authorities have successively discovered their presence and punished them therefor. In International law when subjects of a neutral Power, or officers on the retired list, secretly give their services to belligerents, the neutral Power concerned have the right to disclaim responsibility.

(2) China is using Japanese to teach her troops.

We find that there are no Japanese officers in the drilled forces of the North. The Peking School, however, has certain Japanese on the staff, but they are only translators and were engaged before war broke out. Subsequently these Japanese gave bonds that they would take no part in the hostilities. They stand on a similar basis as the Russians engaged by China in the Schools and Maritime Customs. International law does not prohibit a neutral Power from using the services of subjects of belligerent countries, nor can the latter interfere therein.

(3) China has lent the Miaotao islands to the Japanese.

The Chinese cruisers *Huicki*, *Haihen* and *Haiyang* have this year constantly cruised about among these islands, and moreover the chief Chinese official of Tientsin added the *Haiyue* to cruise about the Miaotao group, but none of them has ever discovered the presence there of either Japanese men or Japanese men-of-war, much less has China lent these islands to Japan.

(4) People in Chefoo have been sending contraband articles to Tientsin.

When war broke out strict injunctions were published prohibiting the conveyance of contraband to the scene of hostilities; we find that not a single vessel has left Chefoo with contraband for Tientsin, nor has the I.M. Customs ever issued permits for the purpose.

(5) The Government ironworks at Hanyang have sold iron ore to Japan.

We find that the iron mines of Taye are worked by merchants and transported by merchants and are different from the Hanyang ironworks. In 1900 and 1903 the merchants of Taye made agreements with Japanese merchants, which were before the breaking out of the present war. Viceroy Chang (Chih-tung) has had nothing to do with this matter. The Chinese official Sheng acted as agent for the Chinese merchant owners of the said mines, and had nothing to do with Chinese Government. In International law cast iron is not in the list of contraband. In the present instance it is merely iron ore which had not even been smelted into cast iron that was sold and therefore all the more it cannot be pointed out as contraband of war, or warlike materials. There is nothing out of the way in ordinary mercantile transaction like the present.

China has also been accused of making careful preparations, in order to join in the hostilities.

Drilling and organizing armies have for their object the maintenance of peace and order within the Empire. What great Power of the five Continents refrains from doing the same? Why should China therefore be accused of having the intention of joining in the present hostilities?

Again Minister Liang at Washington has telegraphed this Ministry that the Russian Note declared that the *Reschidchik* incident in Chefoo was an instance of China favouring the Japanese.

We find that this was an utterly unlooked-for case and that Admiral Sah had no time to prevent its occurrence. He did not encourage the Japanese in any way. Admiral Sah has already been punished for the occurrence and we have also demanded from the Japanese Minister in Peking the restoration of said boat. Although the case has not been closed we have done all we could under the circumstances. On the other hand, Russia has repeatedly violated our neutrality and we now beg to give a few instances of same.

(a) Russians have been building bridges and quartering troops in Liaohsi (West of the Liao river). (b) Russians have been in Little Urgan, Hainintun, and vicinity, forcibly purchasing cattle, horses and grain supplies, and secretly conveying army necessities. (c) We have discovered and seized at Paitallo, at Kalgan, and at Fongtong large quantities of guns and rifles and ammunition which were secretly concealed by Russians in bags of merchandise. (d) The Captain of the Russian destroyer who was being sent from Chefoo to Shanghai ran away when he got to Wonsung. All these are the difficulties under which China has had to labour. We have firmly and strictly ordered the laws of neutrality and will never retire from the stand we have taken in this respect. Moreover the local authorities everywhere have been carefully observing the laws and the people are therefore very quiet and peaceful. We are certain this is known to the various great Powers, that a belligerent Power has been starting unfounded accusations, and we therefore beg to put our case before all. We are also certain that the Government of the United States will be able to discriminate justly hereafter and not only will this be fortunate to China but a blessing to the whole world.



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34, QUEEN'S ROAD.

NEW GUNS FOR THE ARMY.

The Times of December 29th reported as follows:

The War Office, yesterday, placed orders with the Ordnance manufacturers, including Messrs. Vickers, Sons, and Maxims (Limited) and Sir W. G. Armstrong, Whitworth, and Co. (Limited), for a very large number of field guns—sufficient practically to re-arm the whole of the British Army. These are 181-pounder guns, the need for which has been strongly urged in the Times on more than one occasion, and the action now taken will be appreciated by all interested in the efficiency of the Army.

The announcement that the re-arming of the artillery is to be begun forthwith and that orders have now been placed with the Ordnance manufacturers will be received throughout the country with a feeling of relief. As was shown in the article on this subject which was published in the Times on the 15th inst., public opinion had within the last few weeks become seriously disquieted in regard to the wants of the Army in this connection, and as a result of this public disquiet the War Office and the Government had at length begun to exhibit signs of awakening to the urgency of the matter. The official mind having thus been grasped the importance of providing the Army with guns which are not to be outclassed alike in range, accuracy, and rapidity of fire by those of possible enemies, it is satisfactory to learn that there is to be no further delay in supplying new weapons of the designs selected by Sir George Marshall's Committee, the recommendations of which body of experts were endorsed in August last by the Army Council. As it is some time necessarily elapse before the guns now ordered can be handed over for service, the actual state of affairs will be best understood by the reproduction of a portion of the article to which reference has already been made:—“Even after the guns have been ordered, complete re-arming must be a matter of 18 months or two years, and during the whole of that time the state of our artillery must constitute a grave national danger. Not only are all 18 batteries, now at Aldershot, wholly antiquated in design, but a very considerable proportion of them are worn out by their work in South Africa and incapable of anything like accurate shooting. Fortunately, the growth of public interest in the question, or the recent extremely critical nature of our relations with Russia, has roused the Government up to the seriousness of the situation, and there is good reason to believe that Treasury objections have been overcome, and that the orders for a complete re-arming will shortly be issued to the Ordnance factories, and to the three civil firms on the War Office list—Elswick, Vickers-Maxim, and Cammell and Co. Seventeen batteries of horse artillery and 80 of field artillery are required for the re-arming of the forces paid by the Imperial Exchequer, and at the estimated price of £20,000 per battery for horse artillery and £24,000 for field artillery, the total cost would amount to £2,500,000, a comparatively small sum for national safety. It is possible that even this sum might be reduced if the Government will only select orders-wholesalers and not, as hitherto, in drabets. As for the time required, there is no reason, if work is begun in earnest on April 1, 1905, why the re-arming should not be completed in less than two years. In that case the whole of the Regular Forces in this country, in the Colonies, and in India would be properly equipped for serious campaigning by the spring of 1907.”

The Press Association, as a result of inquiries made at the War Office, adds (on Dec. 30th) the following interesting statements:—“The Committee appointed to take into consideration the whole question of our Artillery armament, the Chairman of which is Sir George Marshall, himself a distinguished gunnery officer, whose South African experience rendered him exceptionally fit to conduct an inquiry of the kind. The Committee has sat constantly since its appointment, shortly after the Boer War; it has taken expert opinions from whatever source obtainable, and has subjected Artillery weapons of varying calibres to most severe tests as to quickness of fire, length of range, recoil, and other essential points. The impossibility of retaining the old arm seems to have been admitted without question. As was stated yesterday in an official quarter, the armament of our Artillery with most modern quick-firing guns, and with a cheap and accurate agency process. Something like twenty months must be occupied in supplying the one hundred and sixty batteries, and the cost incurred will be approximately three and a half millions. The work now undertaken, however, is very important in itself, and not less necessary than important, will free the British Army from a reproach of long standing—for which the man who serves the gun is in no sense responsible—and will give our Artillery soldiers such a weapon as will place this scientific branch of the land forces in a position second to none.”

Military opinion, so far as it was ascertained yesterday, is that the scheme for ridding the Army of antiquated ordnance has come not a moment too soon, and that to have allowed our batteries to be armed with pieces of an out-dated type, with the exception, perhaps, of a few purchased on the Continent while the Transvaal War was still being waged, would have been not only perilous, but criminal.

The recommendations of Sir George Marshall's Committee are, in effect, that the Royal Horse Artillery shall be armed with 13-pounders, and the Field Artillery with guns of 131-pounder calibre. The re-arming will include, of course, the Artillery now stationed in our great Indian Dependencies.

With a view to make certain that after the War Office had been placed in possession of the Committee's recommendations there should be no avoidable delay, orders were placed yesterday with the Woolwich Government factories, and with several of the best known Ordnance firms, namely, Messrs. Cammell, Laird, and Co., and Sir W. G. Armstrong, Whitworth, and Co. The distribution of the orders will secure a valuable and indispensable saving of time.

GARRISON ORDERS.

HEAD QUARTERS.

HONGKONG, 30th January, 1905.
GARRISON ORDERS.—Retreat.—No. 1. From Wednesday, the 1st proximo, and until further orders Retreat will be sounded at 6 p.m. Courts-Martial.—No. 2. The District Court Martial of which Major L. J. Dopping Esq., Royal Engineers, is President is hereby dissolved.
Mans.—No. 3. With reference to Garrison Order No. 1 of the 13th instant No. 3 Company H.K.S.B.R.G.A. will return to barracks to-day on completion of Annual Course.

Service Abroad.—No. 4. The following copy of War Office letter is published for information:—“In reference to paragraph 1466 A. King's Regulations 1904, I am directed to acquaint you that in the case of Non-Commissioned Officers and men transferred to the Army Pay Corps while serving abroad, the departmental tour of foreign service should be reckoned from the date of transfer. I am to add that such Non-Commissioned Officers and men who have completed 9 years total service with 6 years continuous service abroad, including the period served with their former Corps, may be permitted to register their names for posting to a home station, and their relief will be carried out as opportunities offer.” Authy. W. O. Letter 16/Gen. No. 2776 (G.P.) dated 29th December, 1904.

Deaths.—No. 5. Officers attending the wedding of Major A. C. Painter, Royal Engineers, tomorrow, and the reception at Government House afterwards, will wear “Review Order.”
Coal, Locomotive.—No. 6. Owing to the present inclement weather, the General Officer Commanding authorities an issue of coal, where the same can be obtained for two weeks under Para. IV. Sec. IV. Local Regulations, to all Indian Troops in Garrison. The scale of issue will be 120 lbs. for every ten men.

By Order A. A. CHICHESTER, Major, Chief Staff Officer.

A MIXED COURT FOR TIENTSIN.

For the past two or three years it has been recognized that the changed conditions of life in Tientsin demanded similar modifications of the original Treaty stipulations for the preservation of order and exercise of justice, such as have since been introduced in Shanghai. Under existing circumstances, any Chinese having claims against foreigners can make direct application for remedy to the Consul of the national concerned. His complaint is heard at once, and he receives the same justice and consideration as a European suitor would. Foreigners having complaints against Chinese, however, must first apply to their Consul, who hands over the case in writing to the Customs Tantai, who passes it on to the City Magistrate, who gives it over to a staff of “inquirers” or underlings, whose duty it is to go through the evidence and prepare the case for his judgment in due course. According to Chinese custom, nothing is done with cases under such circumstances unless the inquirers are kept supplied with “refreshers.” In other words, no bribe, no hearing. In the case of domestic robberies, though the stolen property is seldom recovered, foreigners may, by personal visits to the Magistrate's Yamen, have the satisfaction of knowing the criminal is punished, and the Municipal police in the British and French Concessions are of great service in this respect.

The absence of a Mixed Court has, however, laid a small burden on the British Municipality, and compelled them to take the law into their own hands to a great extent, and for petty offences in the Settlement and breaches of Municipal regulations a miniature Court is held daily and fines imposed. But though this is a great convenience, and is well conducted, in principle it is, of course, an illegality; and if such nationality, set up similar petty Courts, very grave disorders and conflicting administration of justice might result. It is, however, in the larger and commercial claims that the absence of a Mixed Court is felt, and there are at the present moment an enormous number of outstanding claims which seem to offer little or no prospect of settlement. These claims range from some £15,000 to £15,000, and many have been awaiting settlement for periods ranging from six months to two years. They vary, of course, in character, but the majority are for broken contracts and unpaid for imports, and the delay in the settlement means ruin to some of the smaller merchants. One of the largest

claimants is an important firm like the American Trading Company, and many German and Belgian firms of good repute also figure on the list for large amounts.

Two or three years ago the absurdity and impracticability of such a state of affairs led to a meeting of Consuls and a representation being made by the local Chamber of Commerce in favour of a mixed Court being established. But the documents appear to have never gone beyond the walls of the British Consulate, where they were apparently lost sight of, and within the past three or four months the whole business has been gone through again. The Chamber of Commerce, the Municipal Council, and the Consuls have all signified their appreciation of the fact that a Mixed Court is an urgent necessity here, and some very excellent legal suggestions have been passed into the Consular Body as to the lines on which such a Court should be established, the one in Shanghai being admittedly open to improvement.—Standard.

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Hongkong, 13th January, 1905. [231]

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Hongkong, 2nd March, 1903. [51]

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“GLENWOOD,”

27, CAINE ROAD.

Hongkong, 19th March, 1904. [2265]

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COMFORTABLY FURNISHED

ROOMS, with Bath.

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“ALWAYS AILING.”

BUT NOT SICK ENOUGH TO KEEP TO BED.

What a lot of people there are “always ailing,”

but not sick enough to keep to bed. How do

you know them?

By their pale, sallow faces, dull eyes and

hopeless appearance—thin in face and body, and

always alarmed at their condition.

They will tell you their back aches, that their

head and limbs ache; that they have no energy

—are irritable, nervous, and irritable; can't

sleep, can't eat; every little cold affects their

back—they cough a little, and their heart aches

strangely. They are generally miserable.

Such people have kidney trouble, and don't

know it.

Their illness is caused by weak kidney action.

The kidneys are clogged, and are keeping back

in the body the uric acid and the fluid waste

which cause urinary disorders, bladder troubles,

Bright's disease and dropsy.

Dependent as they are, it is difficult to

convince them, and to get them to stop thinking

about their ills.

But a cure is easy and certain. Doan's back-

ache kidney pills will make them hearty and

well, by helping the kidneys to drive out the

disease-causing impurities from the body.

This medicine is especially for kidney and

urinary troubles, and can be relied upon as safe

and certain. It does not open the bowels.

All the chief chemists and medicine-dealers

sell Doan's Backache Kidney Pills, price 2/6

for 1 box, or 1/3 for 6 boxes; or the medicine

may be had, post free on receipt of price, direct

from the proprietors—the Foster-McClellan

Co., 8, Wells-street, Oxford-street, London,

England, who will also send a Sample Box

Free to anyone who writes for it and mentions

this paper. [73-14]

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Hongkong, 21st April, 1897. [118]

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Hongkong, 28th April, 1904. [32]

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Hongkong, 10th July, 1904. [161]

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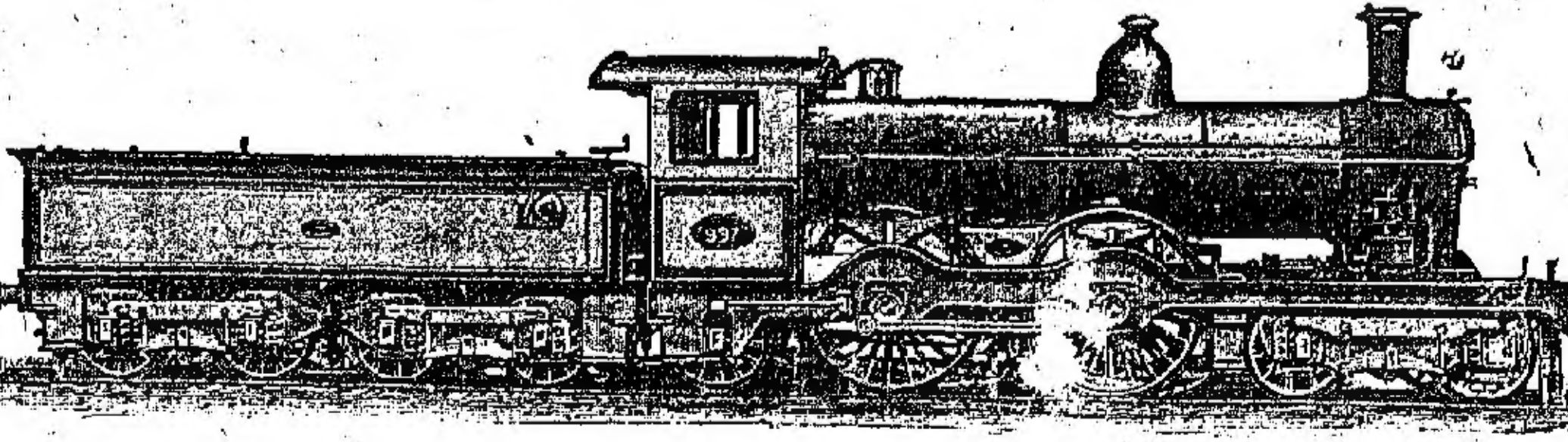
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SHIPPING.

ARRIVALS.
APENRADE, German str., 611, Dragun, 29th Jan., Hallow 29th Jan., General—Johnson & Co.
EAST ARLINE, British str., 1783, R. Pradeaux, 30th Jan., Colombo 13th Jan., Coal—Ord-y.
HELENE, German str., 771, J. Jensen, 30th Jan., Swatow 29th Jan., General—Johnson & Co.
HUNAN, British str., 1143, Miller, 30th Jan., Shanghai 26th Jan., General—Butterfield & Swire.
KUMSANG, British str., 2077, E. J. Duller, 29th Jan., Celestia 14th Jan., Penang 26th Jan., Singapore 24th Jan., General—Jardine Matheson & Co.
MACQUE, British str., 1881, J. B. Muir, 30th Jan., Liverpool and Singapore 24th Jan., General—Dodwell & Co.
SATHONIA, German str., 4250, Th. Hildebrandt, 30th Jan., Shanghai 27th Jan., General—Hamburg-Amerika Linie.
ZAPHO, British str., 1611, R. Rodger, 30th Jan., Manila 31st Jan., General—Shewan, Tomes & Co.

DEPARTURES.
AT THE HARBOUR MASTER'S OFFICE.
 30th January.
Chasen, British str., for Singapore.
Helene, German str., for Hallow.

DEPARTURES.
 30th January.
DEGINA, German str., for Swatow.
GABRIEL, British str., for Batavia.
ASTORIA, British str., for Mits Bay.
CHINA, British str., for Trieste.
EL'S RICKMANS, German str., for Swatow.
HOGUE, British str., for Mits Bay.
IPHONIA, British str., for Mits Bay.
KWONGSANG, German str., for Canton.
LYEMCOON, German str., for Canton.
MERCO, Chinese str., for Canton.
OCAN, British str., for Mits Bay.
SUTZEL, British str., for Mits Bay.
TAIHEUN, Chinese str., for Shanghai.
WASHING, British str., for Canton.

SHIPPING REPORTS.
 The British str. *Kumsang* reports: Strong monsoon and overcast cloudy weather throughout the voyage.
 The British str. *Kumsang* reports: Fine weather with light variable winds and smooth sea from Singapore to Penang. Keels, and from thence to port strong N.E. monsoon with heavy sea and thick weather.

VESSELS IN DOCK.
 30th January.
ABERDEEN DOCKS.—*Empress of India*, *Chilli*, *Hyton*, *Katharine Park*, *Yuen-sung*, *Hellas*, *H.M.S. Mochen*, *Hongkong*, *Dia*, *Holstein*, *Kaifong*, *Kansu*, *Kwang Tung*, *COSMOPOLITAN DOCK*—*Huanan*.

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THE Steamship
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 Hongkong, 11th January, 1905. [231]

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THE Steamship
"SENECA."
 is due 31st inst., and will be despatched as above on the 2nd February, instead of as previously advertised.
 For Freight & further information, apply to **STANDARD OIL COMPANY OF NEW YORK,** Oriental Freight Department, Hongkong, 30th January, 1905. [343]

FOR SHANGHAI & CHIN-WAN-TAO.
(Taking Cargo through to TIENTSIN).
THE Steamship
"OPLAND."
 will be despatched for the above ports on FRIDAY, the 3rd February, at 4 P.M.
 For Freight or Passage, apply to **SHEWAN, TOMES & CO.,** Agents.
 Hongkong, 27th January, 1905. [280]

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALACCA COAST).
PROPOSED SAILINGS.
S.S. "RAS ISSA" ... About 6th Feb. 1905.
 For freight and further information apply to **SHEWAN, TOMES & CO.,** General Agents.
 Hongkong, 30th January, 1905. [98]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEA AND BLACK SEA PORTS.
THE Steamship
"ERNEST SIMONS."
 Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 7th February, 1905, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
S.S. "POLYNESIE" ... 21st February.
S.S. "CALDONIEN" ... 7th March.
S.S. "OCEANIE" ... 21st March.
L. BRIDOU, Acting Agent.
 Hongkong, 26th January, 1905. [2]

THE Steamship
"ERNEST SIMONS."
 Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 7th February, 1905, at 1 P.M.
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L. BRIDOU, Acting Agent.
 Hongkong, 26th January, 1905. [2]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	SIMLA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 11th Feb. at Noon.
AMSTERDAM, LONDON & ANTWERP.	GLACIUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Feb.
AMSTERDAM, LONDON & ANTWERP.	INDENBURG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP.	SCENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Feb.
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Mar.
MARSEILLES, LONDON & ANTWERP, &c.	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 15th Feb.
MARSEILLES, &c., VIA PORTS OF CALL.	ERNEST SIMONS	Brit. str.	—	Bourdon	MESSAGERIES MARITIMES	On 7th Feb., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	BAYERN	Ger. str.	—	H. Formes	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	ARCADIA	Ger. str.	k. w.	Förck	HAMBURG-AMERIKA LINIE	On 8th Feb.
HAVRE & HAMBURG	SPEZIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 15th Feb.
HAVRE, ANTWERP & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 27th Feb.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	On 14th Mar.
HAVRE & HAMBURG	SUEVIA	Ger. str.	k. w.	Kneisel	HAMBURG-AMERIKA LINIE	On 4th April.
GENOA, MARSEILLES & LIVERPOOL.	APAK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Feb.
NEW YORK, VIA PORTS & SUEZ CANAL.	GAZEER	Brit. str.	—	—	DODWELL & CO., LD.	About 30th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	SENECA	Brit. str.	—	—	STANDARD OIL CO.	On 2nd Feb.
NEW YORK VIA SUEZ CANAL	RAS ISSA	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 6th Feb.
NEW YORK VIA SUEZ	EMPEROR OF INDIA	Brit. str.	2 m.	Habel	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	G. V. Williams	CANADIAN PACIFIC R. CO.	On 8th Feb.
VANCOUVER, VIA SHANGHAI, &c.	LYRA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th Mar.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	PINGQUEY	Brit. str.	1 m.	—	DODWELL & CO., LIMITED.	On 3rd Feb.
AUSTRALIAN PORTS	ARABIA	Brit. str.	—	Bahle	BUTTERFIELD & SWIRE	On 6th Mar.
AUSTRALIAN PORTS	TRINIAN	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	On 13th Feb., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	JAPAN	Brit. str.	—	Helm	PORTLAND & ASIATIC S.S. CO.	On 13th Feb.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	HINANG	Brit. str.	—	E. P. Martin, R.N.R.	GIBB, LIVINGSTON & CO.	About 12th Feb.
BRISBANE & SYDNEY, VIA NEW GUINEA.	THIRAKH	Dut. str.	—	C. Waltemas	JARDINE, MATHESON & CO.	On 3rd Feb., at 3 P.M.
JAPAN VIA SHANGHAI	OPLAND	Nor. str.	—	—	MELCHERS & CO.	Quick despatch.
SHANGHAI & CHIN-WAN-TAO	SACHSEN	Ger. str.	—	H. Feyen	SHEWAN, TOMES & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HOGO & YOKOHAMA.	KWONGSANG	Brit. str.	—	G. Philipps	JARDINE, MATHESON & CO.	On 3rd Feb., at Daylight.
SHANGHAI	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	About 11th Feb.
SHANGHAI	HUNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd Feb.
NINGPO & SHANGHAI	TRIUMPH	Jap. str.	—	A. Hansen	OSAKA SHOSHUN KAISHA	To-morrow, at Daylight.
FOOCHOW, VIA SWATOW & AMOY	M. STEUBE	Jap. str.	—	T. Brandt	OSAKA SHOSHUN KAISHA	On 5th Feb., at Daylight.
TAM-SUI, VIA SWATOW & AMOY	HAICHUNG	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & CO.	To-morrow, at 11 A.M.
SWATOW & TAM-SUI	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
MANILA	YUEN-SANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 3rd Feb., at 3 P.M.
MANILA	ZAPHO	Brit. str.	—	E. Rodger	SHEWAN, TOMES & CO.	On 3rd Feb., at 10 A.M.
MANILA	RUBIN	Brit. str.	—	E. W. Almond	SHEWAN, TOMES & CO.	On 11th Feb., at 10 A.M.
MANILA	SHAWMUT	Brit. str.	—	W. M. Smith	DODWELL & CO., LD.	About 14th Mar.
SINGAPORE, PENANG & CALCUTTA.	SUWANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SINGAPORE & SOUTHERN BAY.	ONSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Feb., at Noon.
SINGAPORE, PENANG & CALCUTTA.	KUMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th Feb., at 3 P.M.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN AUSTRALIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.
SAILING DATES.
 1904
BAYERN ... WEDNESDAY ... 1st February
ZIETEN ... WEDNESDAY ... 15th February
SACHSEN ... WEDNESDAY ... 1st March
PRINZESS ALICE ... WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD ... WEDNESDAY ... 29th March
PRINZ HEINRICH ... WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April
PRUSSEN ... WEDNESDAY ... 10th May

ON WEDNESDAY, the 1st day of FEBRUARY, 1905, at Noon, the Steamship "BAYERN," Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 30th January. Cargo and Speed will be received on Board until 5 P.M., on TUESDAY, the 31st January, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 31st January.
 Contents of Packages are required. No Parcel Receipts will be signed for less than 5 lb. and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 19th January, 1905. [5]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP
TONS
CAPTAIN
TO SAIL AT DAYLIGHT ON
"ARABIA" ... 4,483 ... Bahle ... February 13th, 1905.
"ARAGONIA" ... 5,198 ... Schultdt ... March 5th, 1905.
"NICOMEDIA" ... 4,370 ... Wagner ... March 31st, 1905.
"NUMANTIA" ... 4,370 ... Brehmer ... April 20th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 24th January, 1905. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 8th Feb.
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 19th April.
 Hongkong to London, 1st Class ... via St. Lawrence 260. via New York 262.
 Intermediate on Steamers, ... 249. " 242.
 and 1st Class Rail ...

The magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
 9, Peddar Street.
 [6]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Friday, February 3rd
HYADES	3,753	Geo. Wright	Wednesday, February 15th
PLEIADIS	3,753	F. G. Purington	Wednesday, March 15th
SHAWMUT	9,606	W. M. Smith	Friday, March 24th

† Cargo only.
 The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT ... 9,606 tons ... W. M. Smith ... About 14th March.
S.S. TREMONT ... 9,606 tons ... T. W. Garlick ... About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 24th January, 1905. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, URBETO, LONDON, LIVERPOOL, GLASGOW, TRINIA, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE and HAMBURG	On 31st Jan. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ARCADIA	HAVRE and HAMBURG	On 8th Feb. Freight.
Capt. Förck	(Calling at Singapore, Penang and Colombo)	
SPEZIA	HAVRE and HAMBURG	On 15th Feb. Freight.
Capt. Ehlers	(Calling at Singapore and Colombo)	
ANDALUSIA	HAVRE, ANTWERP and HAMBURG	On 27th Feb. Freight.
Capt. Filler	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAVRE and HAMBURG	On 7th Mar. Freight.
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE and HAMBURG	On 21st Mar. Freight & Passengers.
Capt. Behrens	(Calling at Singapore, Penang and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 4th April. Freight.
Capt. Kneisel	(Calling at Singapore, Penang and Colombo)	
NUBIA	NEW YORK & SUEZ	About beginning of April. Freight.
Capt. Habel		

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
 No. 1, QUEEN'S BUILDINGS.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL

The following chartered steamers will run at intervals of about 3 weeks—
S.S. "LOTHIAN" ... Captain J. C. Williamson.
S.S. "SOPALA" ... Captain G. A. Shepherd.
S.S. "INDRASHAMA" ... Captain R. P. Craven.
S.S. "INDRABELLE" ... Captain S. Collington.
S.S. "COURTFIELD" ... Captain J. W. Martin.
S.S. "SWANLEY" ... Captain J. P. Dawson.
S.S. "CRANLEY" ... Captain W. E. Steele.
S.S. "IKAL" ... Captain M. Robertson.
S.S. "SCOT" ... Captain E. S. Pearce.
S.S. "INKUM" ... Captain J. Rowley.
S.S. "SIKH" ... Captain Geo. Brown.
S.S. "SEALDA" ...
 For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
 Hongkong, 30th December, 1904. [19]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALACCA COAST).
PROPOSED SAILINGS FROM HONGKONG.
 1904.
"GAZEER" ... About 30th Jan.
"SATSUMA" ... 15th Feb.
"RICHMOND CASTLE" ... 25th Feb.
 For Freight and further information, apply to
DODWELL & CO., LD.,
 Agents.
 Hongkong, 30th January, 1905. [233]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE."
 Captain Holms, will be despatched for the above ports on TUESDAY, the 14th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 12th January, 1905. [225]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"SIMLA."
 Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this Port on SATURDAY, the 11th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Pritania," 6525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the B.M.S. "Macedon," due in London on the 25th March, 1905.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 31st January, 1905. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PAKING"	On 31st January.
GLASGOW and LIVERPOOL	"STENTOR"	On 6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th February.
GLASGOW and LIVERPOOL	"COPACK"	On 27th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 3rd March.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 2nd February.
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 6th March.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th January, 1905.

[9-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
MANILA and SHANGHAI	"TAMING"	On 31st January.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"HUNAN"	On 3rd February.
	"TSINAN"	On 13th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Univalued Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th January, 1905.

[11]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Fri. 3rd Feb., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat. 11th Feb., 10 A.M.

For Freight or Passage apply to

SEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th January, 1905.

[12]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
POOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 1st Feb., at Daylight.
TAMU, VIA SWATOW AND AMOY	"A. HANSEN"	3rd Feb., 2 P.M.
	"M. STURVE"	SUNDAY, 5th Feb., at Daylight.
	T. BRANDT	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for assistance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
Hongkong, 26th January, 1905.

T. ARIMA, Manager.

[14]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Tues., 31st Jan., 3 P.M.
SINGAPORE and SOERABAYA	"ONSANG"	Thurs., 2nd Feb., Noon.
† SHANGHAI	"KWONGSANG"	Fri., 3rd Feb., 2 P.M.
* MANILA	"YUENSANG"	Fri., 3rd Feb., 3 P.M.
KOBE	"HINSANG"	Fri., 3rd Feb., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednes., 8th Feb., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 28th January, 1905.

[18]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	SIMLA	Noon, 11th February	See Special Advertisement.
	F. R. Summers		
SHANGHAI	BENGAL	About 11th February	Freight and Passage.
	G. Philipps		
YOKOHAMA, SHANGHAI, MOJOI and KOBE	JAPAN	About 12th February	Freight and Passage.
(Passing through the Inland Sea)	E. P. Martin, R.N.R.		
MARSEILLES, LONDON and ANTWERP DIRECT VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	JAVA	About 15th February	Freight and Passage.
	S. Barcham		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th January, 1905.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th instant.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 31st inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st inst., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 3rd prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 24th January, 1905. [9-10]

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 1st prox.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st prox., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 4th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 25th January, 1905. [9-10]

STEAMSHIP "POLYNESIAN"
COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Crimée*, *Dordogne*, from Havre ex s.s. *Océan*, from Bordeaux ex s.s. *Ville de Rochefort*, *Ville de Constantin*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 25th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 1st February, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 1st February, or they will not be recognised.
All damaged packages will be examined on Wednesday, the 1st February, at 3 P.M.
No Fire Insurance has been effected.
L. BRIDOU,
Acting Agent.
Hongkong, 25th January, 1905. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. *Mongolia*.
From Australia, ex s.s. *Victoria*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY, the 28th inst.
Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 28th January, 1905.

NOTICES TO CONSIGNEES

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAPURA,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 1st February, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY, the 26th inst.
JARDINE, MATHESON & CO.,
Agents,
Hongkong, 26th January, 1905. [328]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLIC,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 2nd prox. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 3rd prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,**
Agents,
Hongkong, 26th January, 1905. [329]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before NOON, on the 3rd February, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 3rd February, will be subject to rent.
Bills of Lading will be countersigned by **SANDER, WILBER & CO.,**
Agents,
Hongkong, 27th January, 1905. [3]

NOTICE TO CONSIGNEES.

FROM ANTWERP AND LONDON.

THE Steamship

"RADNORSHIRE,"

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st February will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st February, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by **SEWAN, TOMES & CO.,**
Agents,
Hongkong, 26th January, 1905. [327]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as liberally, by the steamers of the NIPPON YUSEN KAISHA, CO., BOSTON STEAMSHIP and "PACIFIC" CO., OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 26th May, 1904.

SHIPPING IN PORT.

STEAMERS.
AGINCOURT, British str., 2,376, H. T. Worsnop, Hainan Island 1st Oct.—Gliman & Co.
ARDOVA, British str., 2,271, W. L. Smith, 29th January.—Mojoi 23rd Jan., Coal.—Mitsui Bussan Kaisha.
BORNSTERN, Bornstern, Norw. str., 736, C. Olsen, 24th Jan.—Soerabaya 14th Jan., General.—Asgard, Thoresen & Co.
BURMA, Austrian str., 1,974, N. Valentin, 9th January.—Cardiff 19th Nov., Coal.—Order.
CHILL, British str., 1,149, Hooker, 13th Jan.—Wakamatsu 8th Jan., Coal.—Butterfield & Swire.
CONFIDENZA, Italian str., 1,588, R. Leico, 16th January.—Cardiff 19th Nov., Carbone.—Java-China-Japan Line.
DEVAWONGSE, German str., 1,057, Gorhen, 11th Jan.—Bangkok 6th Jan., Rice and Meal.—Norddeutscher Lloyd.
EMPRESS OF INDIA, British str., 3,032, O. P. Marshall, n.w.b., 18th January.—Vancouver 26th December, Mails and General.—C. P. B. Co.
FEICHING, Chinese str., 980, E. Hoelger, 26th January.—Shanghai 23rd Jan., General.—Chinese.
FORREST HALL, British ship, 1,991, P. A. Logan, 14th Jan.—New York 7th August, Petroleum.—Standard Oil Co.
FRI, Norwegian str., 880, N. G. Andersen, 17th January.—Java 6th Jan., Sugar, Ground-nuts, &c.—Order.
FRIJOF, Norwegian str., 891, Haraldsen, 25th Jan.—Tamsui, Amoy and Swatow 24th Jan., General.—Osaka Shosen Kaisha.
GAZEL, British str., 3,242, D. S. Bailey, 26th January.—Fuchow 26th Jan., General.—Doddwell & Co.
HAITAN, British str., 1,183, Romb, 22nd Jan.—Fuchow 19th, Amoy 20th and Swatow 21st Jan., General.—Douglas-Lapraik & Co.
HARBARTON, British str., 2,101, Duncombe, 25th Jan.—Cardiff 1st Dec., Coal.—Order.
HINRANG, British str., 1,536, W. E. Sawyer, 23rd January.—Hongay 23rd Jan., Coal.—Jardine, Matheson & Co.
HORNSTEIN, German str., 1,275, H. Hamer, 18th Jan.—Soerabaya 7th Jan., Sugar.—Luts, Wegener & Co.
HUR, French str., 705, Godinat, 27th Nov.—Haiphong and Ports 26th Nov., General.—A. B. Marty.
INDRAVILLI, British str., 3,125, S. Callington, 25th Nov.—Shanghai 24th Nov.—Jardine, Matheson & Co.
JURO, American str., 742, R. M. de la Sala, 28th January.—Kobe 17th Jan. and Mojoi 20th, Coal.—G. C. Moron.
KAFONG, British str., 1,024, E. Finlayson, 27th Jan.—Dole 3rd January, General.—Butterfield & Swire.
KALIBA, British str., 3,149, F. Walker, 10th Jan.—Kutchinotsu 5th Jan., Coal.—Bradley & Co.
KARAIMING PARK, British str., 3,075, W. H. Copp, 19th Jan.—Soerabaya (Japan) 6th Jan., Light.—Gibb, Livingston & Co.
KORSHANG, German str., 1,284, C. Gorenvich, 28th Jan.—Bangkok 19th Jan., General.—Butterfield & Swire.
KWONGSANG, British str., 1,428, W. P. Baker, 25th Jan.—Shanghai 25th Jan., General.—Jardine, Matheson & Co.
LYERMOON, German str., 1,238, Th. Lehmann, 28th Jan.—Shanghai 26th Jan., General.—Siemssen & Co.
MACQUARIE, British str., 2,440, St. John George, 14th Jan.—Mojoi 9th Jan., Coal.—Gibb, Livingston & Co.
MENGO, Chinese str., 1,321, J. Whitehaw, 29th January.—Shanghai 25th Jan., General.—Chinese.
ONRANG, British str., 1,787, J. T. Davies, 21st Jan.—Java 12th Jan., Sugar.—Jardine, Matheson & Co.
OSCAR II., Norwegian str., 2,000, R. Olsen, 16th Jan.—Kutchinotsu 10th Jan., Coal.—M. B. Kaisha.
POSCHAN, German str., 2,164, Limcke, 26th January.—Mojoi 21st Jan., Coal.—Jensen & Co.
POWDERHAM, British str., 1,497, A. B. Toms, 9th Jan.—from Bangkok, Coal.—Order.
PROBY, Norwegian str., 715, E. Olsen, 25th January.—Bangkok 21st January, Rice.—Chinese.
PROGRESS, German str., 682, F. Brumer, 16th January.—Chefoo 12th Jan., General.—Siemssen & Co.
SCOTSMAN, British str., 1,665, Mackenzie, 29th January.—Saigon 24th Jan., Rice.—Doddwell & Co.
SEIK, British str., 3,216, Rowley James, 12th January.—Darban 19th December.—Gibb, Livingston & Co.

SODRALENS, British str., 1,332, Robert Dean, 28th Jan.—Mojoi 23rd Jan., Coal.—Order.
SUISANG, British str., 1,775, F. Wheeler, 24th January.—Calcutta 4th Jan. and Straits 17th, General.—Jardine, Matheson & Co.
TAMING, British str., 1,350, A. V. Outbridge, 27th January.—Manila 24th Jan., General.—Butterfield & Swire.
TELMACHUS, British str., 1,540, J. Williamson, 28th Jan.—Saigon 23rd Jan., Rice and Meal.—Chinese.
TIMAH, Dutch str., 6,000, N. W. Jurriaans, 28th January.—Macassar 31st December, General.—Java-China-Japan-Line.
TRIUMPH, German str., 769, A. Hansen, 27th Jan.—Fuchow, Amoy and Swatow 26th Jan., General.—Osaka Shosen Kaisha.
TYE, Norwegian str., 1,861, Danielson, 25th January.—Tamsui 24th January, Coal.—Shewan, Tomes & Co.
WAISHING, British str., 1,170, M. Courtney, 29th Jan.—Wuhu 25th January, Rice.—Jardine, Matheson & Co.
YANGTZE, British str., 4,149, W. Copp, 27th Jan.—Seattle, Tacoma, &c., 22nd Dec., General.—Butterfield & Swire.
YUENSANG, British str., 1,128, P. H. Rolfe, 21st Jan.—Manila and Amoy 20th Jan., General.—Jardine, Matheson & Co.

SAILING SHIPS.
GEO. T. HAY, British ship, 2,000, E. Spicer, 20th Dec.—Cebu 26th Nov., Ballast.—Arnhold, Karberg & Co.
PRINCE ROBERT, Norwegian 4-m. barque, 2,635, Hansen, 22nd Nov.—New York 9th July, Petroleum.—Standard Oil Co.
BRITISH WAREHOUSES.
ALACRITY, British despatch-vessel, 1,700, Comdr. R. M. Hubbard.
ALBION, H.M. battleship, 12,950, Frimantle.

VICHY'S

GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT.

HOPITAL, Diseases of the Stomach
GRANDE-GRILLE, Liver Complaints
GASTRITIS, Gout, Gravel, Diabetes

VICHY-ETAT LOZENGES

with the natural salts extracted from the Waters

COMPRIMES VICHY-ETAT

Allowing any one to prepare a natural alkaline water at home.

BEWARE OF FORGERY.

29-2

MARTIN'S

APIOL & STEEL

PILLS

For Ladies

These tiny Capsules—superior to Copahu, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name APIOL.

178

SANTAL MIDY

These tiny Capsules—superior to Copahu, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

179

LADIES' REMEDY

For functional troubles, delay, pain and those irregular

